

# THE STATE REPUBLICAN

JEFFERSON CITY, MISSOURI.

Subscription, \$1.00 Per Year.

F. G. FULKERSON, Business Manager.

Thursday, January 30, 1890.

The railroad news improves right along. Everything looks bright for Jefferson City.

The Missouri democrats are getting out of office about as fast as could be desired. If the state does its duty a few more will be retired next election.

PRESIDENT HARRISON is crowding the democratic office holders in Missouri to the wall. He can't retire them any too fast for the Missouri republicans.

The republicans of Cole county must soon begin to organize for the coming conflict—nothing but the whole ticket will satisfy the party this year.

It is now announced that the money market is again easy, the New York banks now holding \$15,000,000 in excess of the 25 per cent. reserve required under the law.

EVERYONE of President Harrison's appointments have, up to this time, been confirmed by the senate. That would indicate that the president is making better appointments than Cleveland did.

At Dubuque, Iowa, the ice harvest began on the 25th on a large scale, the ice being twelve inches thick. One St. Louis firm ordered 300 car loads and numerous other orders were pouring in.

SENATOR RIDDERBERGER's death removes from the troublesome waters of Virginia politics a man whose great opportunities were thrown away. Gifted as an orator and generally esteemed, he was elevated to the position of a senator of the United States, but dissipation led to downfall and death.

SPEAKER READ is the right man in the right place. Democratic statesmen are cut down in the flower of youth like the rankest weeds of the jungle and lie crushed and bleeding at his feet. The republican majority will control legislation, and the rules must be adjusted accordingly.

NUMEROUS inquiries are being received from day to day from all parts of the country desiring to know the prices of vacant lots and acre property, which is one of the straws that shows how the wind blows. Jefferson City occupies a geographical position that is being recognized by the outside world.

With the indications strongly pointing to the inability of Mr. Gould to again secure the M. & T. railroad, the prospects for the extension of the branch road becomes more promising from day to day. The construction of the river route is now an assured fact, and with the extension of the branch as a probability, it takes no prophet to see the bright prospects ahead for Jefferson City.

Gov. FRANCIS has been frightened out of the senatorial race by Lon Stephens and a few other jay birds who belong to Vest, but supported Francis. We thought the governor had more backbone. With Francis out, the only democrat that we know that is not afraid of Vest's shadow is Judge Sherwood, and there is some indication that he may be heard from. Talk about a Kansas mortgage its nothing compared to Vest's mortgage on the Missouri democrats, which includes them all with, perhaps, the one exception noted.

SECRETARY NOBLE has found that the good of the public services require the immediate removal of some twenty democrats whose terms have not yet expired, but whom he finds to be short in their accounts. The country should not be surprised at this, for most of Cleveland's appointees did not know the value of money, as the last dollar they possessed was in confederate currency, and it took \$200 of that to buy a pair of boots. Let's be merciful in this age of plenty and keep the democrats away from the treasury for the next twenty-four years.

Miss Virginia Mayo is conducting a highly successful kindergarten at her home on High street. The little ones are making the most astonishing progress in reading, and spelling members. A few months tuition under her supervision will enable them to skip No. 1 in the public school, considering the overcrowded condition of that room this is especially to be desired. She sees to

it personally that they are protected from the inclemencies of the weather, and is every way deserving of encouragement.

SENATOR INGALLS' address on the race question should be read by every man, woman and child in the country. It is the most scathing exposure of democratic methods in the south that has ever been listened to in the senate of the United States. The bitter caustic style of the senator is entirely absent, and he discusses the question in a fair dispassionate style. He proves that the army of the United States, about which so much was said while stationed in the south, to insure free elections, was insignificant compared to the army that is present at every election precinct to prevent the colored man from voting. Aside from that 170 colored men were lynched in Mississippi last year in order to prove that "this is a white man's country."

A novel advertising scheme was recently resorted to by an enterprising furniture company in Atlanta, Ga. The firm offered a fine desk as a prize for the best recipe from a lady, for keeping husbands at home. Some 500 answers were received. One lady says "tie him securely," another says, "make him jealous, he will then stay at home nights, hang around days and between times," another says, "break both of his legs," another says, "give him his toddy at home," another says, "blister his feet," one sweet young woman says, "cremate his body and put his ashes in an urn on the mantelpiece," but none of them got the prize. The heartless men gave it to the lady that gave this recipe: "Be womanly, make home attractive, be yourself a part of your home; keep him in love with you." An old maid wrote: "How to keep them home! Mercy me! I'd like to know how to catch one of em."

The arrest of Dr. Hatler, who has resided near Russellville, this county, for many years, for murder committed some twenty-one years ago in Arkansas, was a great shock to his friends here. The doctor has been a prominent democrat, and was highly esteemed by all who knew him, and he will have their support and sympathy in his great trouble. He is said to have killed a half-breed Indian, with whom he had some trouble, and was indicted for murder in the first degree by the federal grand jury in Ft. Smith, where he will likely have to stand trial. The doctor is a fine looking man, and no one that knew him would have suspected that he was living under the shadow of such a grave charge. It is a question whether the ends of justice would not have been subserved just about as well by letting the matter rest after the lapse of twenty-one years.

The mayor and council of this city formally accepted Bragg Hall under and in accordance with the provisions of Maj. Clarke's will, on the 24th inst. The creation of a fund to be known as the Bragg Hall fund and the immediate placing of \$1,500 to the credit of that fund is a move that will naturally aid in carrying out the conditions imposed more speedily than could otherwise have been hoped for. The fact that the city had \$1,250 lying idle, was a fortunate circumstance that enabled it to create the above magnificent fund at once. The creation of this fund, and the provision that the money realized from the sale of the fire engine and market house, which will increase it considerably and will enable the city to comply with Major Clarke's request much sooner than was thought possible, and will, at the same time, enable it to get the full benefits of the property for city purposes, and is a happy solution of the removal question, as there is now no further excuse for delay in removing the market house.

The city in taking the action it did, had the full consent of Mrs. Clark and the executors of the estate who recognize the willingness of the city to comply with the condition of the will as speedily as possible. Mrs. Clark will be consulted in selecting the pictures, etc., and it is hoped that within a year every condition will have been carried out as fully and completely as required by the will. We believe that the action of the council will meet with the general approval of the citizens, as they have certainly done the best that could have been done under the circumstances.

CHICAGO & ALTON RAILROAD. Omnibus leaves Jefferson City, 7:30 a. m. every day except Sunday, connecting with the train leaving Cedar City at 8 a. m. and which makes prompt connection at Mexico with all trains going east, west or north.

JONATHAN GRINSHAW, Ticket Agent.

## SURVEY OF THE OSAGE RIVER, Missouri.

Letter From the Secretary of War.

January 17, 1890.—Referred to the committee on Rivers and Harbors, and ordered to be printed. WAR DEPARTMENT, OFFICE OF THE SECRETARY, WASHINGTON, January 15, 1890.—The secretary of war has the honor to transmit to the house of representatives, in compliance with the requirements of the river and harbor act of August 11, 1888, (25 Stats., 429), a letter from the chief of engineers, dated the 14th instant, together with a copy of a report of Maj. A. M. Miller, corps of engineers, and map of survey of Osage river, Missouri, from its mouth up to the first shoal, and 5 miles above the same; and also an estimate of the cost of constructing one lock and dam within the limits of said survey.

Very respectfully,  
REDFIELD PROCTOR,  
Secretary of War.

OFFICE OF THE CHIEF OF ENGINEERS, UNITED STATES ARMY, WASHINGTON, D. C., January 14, 1890.—SIR: I have the honor to submit herewith a copy of the report (with map) dated January 9, 1890, made by Maj. A. M. Miller, corps of engineers, to comply with the following requirement of the river and harbor act of August 11, 1888, viz:

The secretary of war is hereby authorized and directed to cause a survey to be made of the Osage river, Missouri, from its mouth up to the first shoal, and 5 miles above the same, and to report an estimate, based on such survey, of the cost of constructing one lock and dam within the limits of said survey, and the effect upon the navigation of said river of constructing said lock and dam.

The most suitable location for the proposed lock and dam is shown upon the accompanying chart (No. 2), and the dimensions of the lock are given as 275 feet by 50 feet by 25 feet, and of dam 800 feet long.

The lock is to be built of masonry, and the dam of riprap and gravel with an impermeable row of sheet piling reaching to hard clay bottom.

The total estimated cost of work, including contingencies, is \$222,000. This estimate appears to be reasonable, while the style of lock and dam meets my approval. Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,  
Brig. Gen., Chief of Engineers.  
Hon. REDFIELD PROCTOR,  
Secretary of War.

### SURVEY OF OSAGE RIVER.

United States Engineer Office, St. Louis, Mo., January 9, 1890.—GENERAL: In compliance with instructions contained in letter dated Office Chief of Engineers, U. S. Army, Washington, D. C., April 1, 1889, I have the honor to make the following report on a survey of the Osage river, Missouri, directed by the following clause in the river and harbor act of August 11, 1888:

The survey of the portion of the Osage river mentioned in the act was begun on October 5, 1889, and completed on November 23, 1889. The work was undertaken at this season as it was at the most favorable stage of the river. The survey extended from the mouth to Rice's Island, a point 5 miles above the first or "Brennecke's" shoal.

From the mouth to the foot of Brennecke's shoal, a distance of 7.3 miles, the river at low water has a very flat slope, a rise of but 0.33 feet; from this point to the foot of Shipley's Shoal, a distance of 4 miles, there is a rise of 0.81 feet; from the foot of Shipley's Shoal to the head of same, a rise of 1.56 feet in a distance of 1.1 miles; from the head of Shipley's to the head of Prince's Shoal, a distance of 1.5 miles, there is a rise of 0.45 feet; from head of Prince's a rise of 0.48 feet to the foot of Rice's Island, a distance of 2.1 miles. Thus it is found that from the mouth to the foot of Rice's Island, a total distance of 12.4 miles, the total rise in elevation is, at low water, 4.03 feet; of this difference of level 0.93 feet is gained in the first 7.3 miles. The remaining distance, or from the first shoal, Brennecke's to Rice's Island, a distance of 5.1 miles, has all the remaining fall or 3.1 feet; in fact, at low water the portion of the river from the mouth to Brennecke's forms a pool or slackwater in which there is a navigable depth of not less than 6 feet; this is amply sufficient for any traffic on the river, either present or prospective.

In the portion of the river surveyed there are above Brennecke's three shoals, Shipley's, Prince's and Rice's; these are all obstructions to low-water navigation and serious ones; at ordinary low water they do not admit of the passage of boats drawing more than 15 inches.

This portion of the river flows through an alluvial bottom bounded on either hand by steep, rocky bluffs from half a mile to 3 miles apart. In this bottom the stream meanders between low water banks about 18 feet high at low water, but in time of high water overflows the banks to a depth sometimes of 3 feet. This is indicated by the high water marks as found from the high water of 1882. In general, when an overflow takes place in this part of the river it is due to high water in the Missouri, which, backing up, overflows the banks of the lower portion of the Osage, owing to the slight slope of the latter.

Borings were made at three sections, marked 1, 2, and 3, on chart No. 2, and in the bed of the stream was found to consist of a layer of mud and gravel of various thickness, averaging from 7 to 9 feet on the different sections; under which was a hard stratum of clay suitable for foundation bed.

The largest boats now navigating the river have a length of about 220 feet over all, and a beam over all of about 45 feet; a lock, therefore, to accommodate such boats should have a chamber 250 feet long, corresponding to a length between miter-sills of 275 feet, or about 350 feet between the head and foot of bays. The lock should be of masonry with chamber walls 15 feet thick at base and 25 feet high, foundation to be 7 feet below low water stage and coping 18 feet above same; the lift of the lock should be 8 1/2 feet.

A lock and dam giving this lift would secure, at low water, a channel of 3 1/2 feet to Dixon's Shoal, a point 20 miles from the mouth of the river. Two more dams with locks giving the same lift would secure the same depth to Tuscumbia, a distance 60 miles from the mouth. The dam should be built of riprap and gravel with an impermeable row of sheet piling reaching the hard clay bottom.

It is estimated that a lock and dam of the required dimensions would cost as follows:

Lock, 275 by 50 by 25 feet, complete	\$118,000
Dam, 800 feet long	33,500
Protection and guide pier	10,000
Shore protection	8,500
Land and keeper's house	2,000
Engineering and contingencies, 10 per cent	20,000
<b>Total</b>	<b>\$222,000</b>

The effect on the navigation of the river of constructing the lock and dam would be to give an uninterrupted channel of 3 1/2 feet for the whole year, except when the river may be closed by ice, from its mouth to Dixon's Shoal, a distance of 20 miles. With three such locks and dams navigation could be carried with the same depth to Tuscumbia, a distance of 60 miles from the mouth. This method would cost about \$11,000 per mile.

For rafting ties or logs at low water, when the rafts could not be run over the dams, other methods than those now employed would be necessary; logs and ties it would be necessary to transport on barges, as is done on the Missouri, and as many of the ties which now come down are transferred from rafts to barges at Osage City, this would be no inconvenience except to change the point of transfer.

The depth of 3 1/2 feet given by this method for navigation in the Osage is more than is at present afforded by the Missouri at low water, to which it is tributary, but as it is probable that this depth will be obtained in the Missouri at some future time, it is proper that this depth should be taken as a standard. In any event there is an outlet for the commerce of the Osage at Osage City, where the Missouri Pacific railway crosses the river.—Very respectfully, your obedient servant,

A. M. MILLER,  
Major, Corps of Engineers.  
The Chief of Engineers, U. S. Army.

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and agent for W. J. Lemp's Keg and Bottle Beer.



## PACIFIC RAILROAD TIME TABLE.

WESTWARD.  
No. 1, Day Express... Arrives 1:00 p.m.  
Leaves 1:20 p.m.  
No. 3, Through Express... Arrives 12:28 a.m.  
Leaves 12:28 a.m.  
No. 5, Local Passenger... Arrives 12:30 p.m.  
Leaves 12:45 p.m.  
No. 9, Texas Express Arrives 2:10 a.m.  
Leaves 2:10 a.m.  
Freight, carries passengers. Leaves 9:25 a.m.

EASTWARD.  
No. 2, Day Express... Arrives 2:10 p.m.  
Leaves 2:55 p.m.  
No. 4, Through Express... Arrives 2:10 a.m.  
Leaves 2:10 a.m.  
No. 6, Local Passenger... Arrives 1:20 p.m.  
Leaves 1:10 p.m.  
Freight, carries passengers. Leaves 4:10 p.m.

Local passenger trains 5 and 6 run between St. Louis and Kansas City. Three sections of night train east. Texas express, No. 9, has through chair car via Lexington branch. Free reclining chair cars on all through trains.

LEBANON BRANCH.  
Trains leave Jefferson City at 6:30 a.m., arriving at Aurora 9:30 a.m.  
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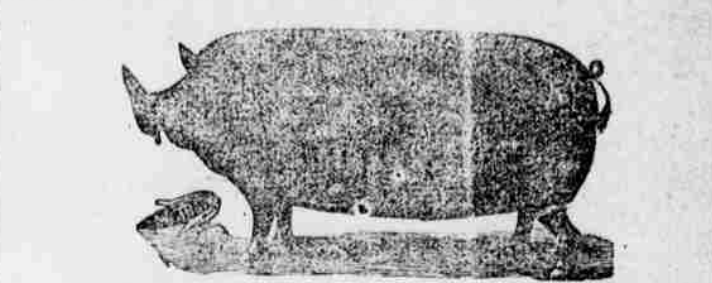
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## AUCTION!

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